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INFORMATION REPORT INFORMATION REPORT

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S-E-C-R-E-T

COUNTRY East Germany REPORT

SUBJECT Allstedt Airfield DATE DISTR. July 25, 1956-

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PLACE ACQUIRED REFERENCES

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report on Allstedt airfield, which gives information under the following headings: (1) Runway Details, (2) Taxiway Details, and (3) Airfield Domestic Site. A sketch showing the positions of the main runway and taxiway and the locations of buildings on the airfield is also included.

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ALLSTEDT Airfield Sitrep

as at 3 June 56

Map References:

All Map References are taken from 1:25,000 AMS Series, M341 Sheets 4634 and 4635.

Appendices:

Attached at Appendix "A" is an overlay taken from 1:25,000 map showing position of main runway and relative position of taxi-way now under construction.

Attached at Appendix "B" is a rough sketch plan showing the relative positions of the existing buildings on the airfield built-up area.

1. Runway Details.

- a) The remaining portion of the runway located at the Western end has now been completed. This runway now has an overall length of 2240 m. with a uniform width of 60 m. (including a gully on either side).
- b) Repairs are still being undertaken to damaged and substandard sections of concrete in the runway, and to date approximately 150 sections remain to be completely re-built. When these repairs have been completed, the main runway should be fully serviceable.
- c) Marking out, and partial excavation has taken place on a readiness platform located at the extreme Western end of the runway and initial marking out has begun on a smaller project at the extreme Eastern end. Exact measurements of these hard-standings are not at present available.
- d) The previously reported drainage system extending around the perimeter of the entire runway has now been completed, and linked up to two discharged beds near either end of the runway.

2. Taxi-way Details

- a) The entire bed of the taxi-way which runs parallel to the runway has now been prepared ready for concreting, together with the two outer access lanes (see sketch at Appendix "A"). This taxi-way appears to have been a uniform width of 15 - 16 m. (paced out) although a local workman stated that it was proposed to lay down 3 strips of concrete having a total width of 20 m. The taxi-way lies 185 m. (distance paced out) due North of the runway.

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- (b) Approximately mid-way down this taxi-way a lane approximately 35 m. in width has been marked out in the woodlands. This lane is believed to be the site of a centre taxi-way/runway connecting lane, but so far only partial tree clearance has been carried out.
- (c) The concrete for this taxi-way is to be laid to a depth of 20 cms i.e. identical to that laid down in the main runway.

3. Airfield Domestic Site

- a) The previously reported area being prepared at Map Ref. 729 973 due North East of the main airfield, is now being developed as a new domestic site. Stocks of bricks are being dumped on the adjoining road.

As only initial foundations have so far been prepared it is as yet impossible to give an accurate picture of the extent and type of construction. A workman employed on the site, however, said he believed that 2 storeyed barrack blocks were to be erected there.

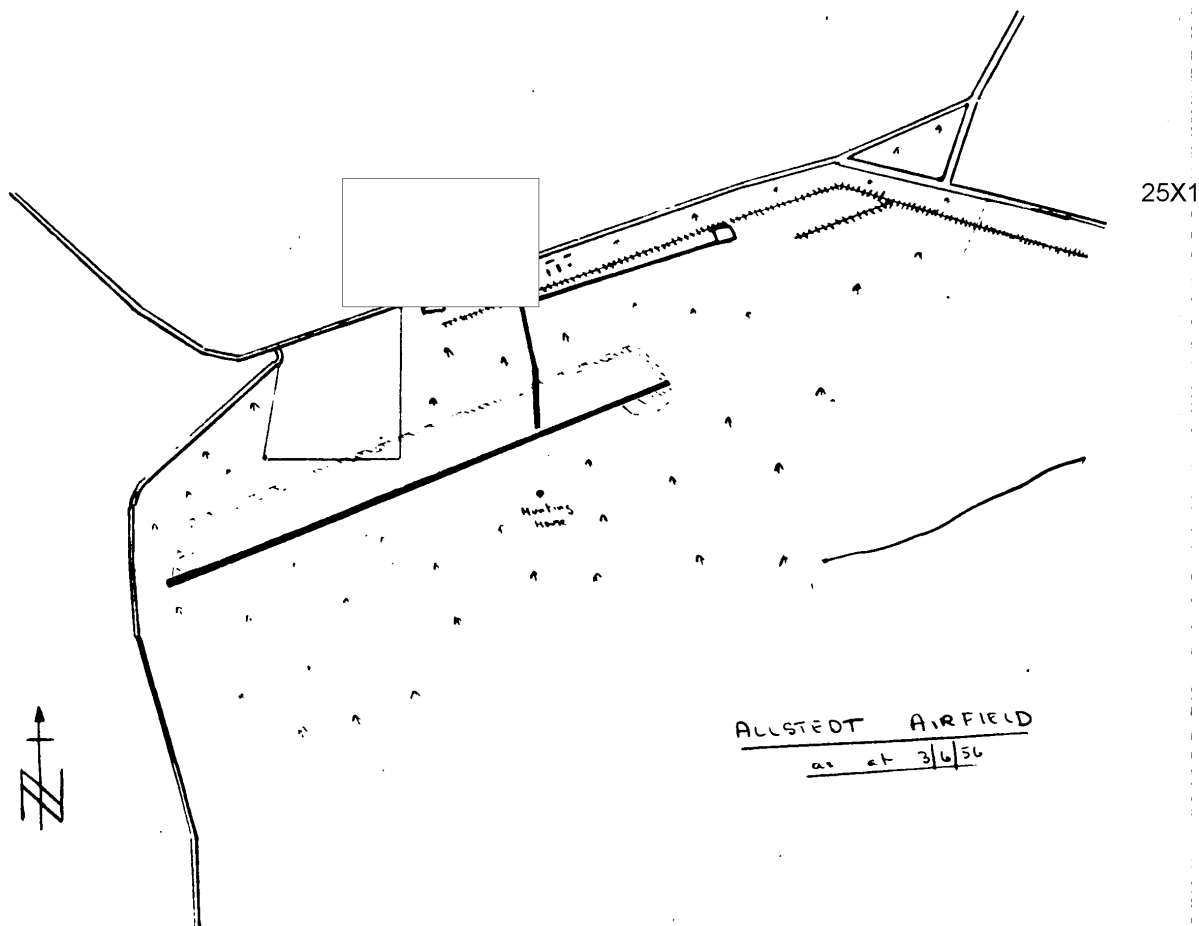
- b) On the main airfield site a total of 6 almost identical buildings have been constructed at Map Ref. 706 961. These buildings are single storeyed, being brick built, without cellars and having a shallow pointed roof covered with a composition "tarred felt" material. These buildings are of 2 patterns, one measuring 35 m. in length and the other 40 m., both having a width of 12 m. The smaller buildings have 12 rooms, whilst the larger ones have 14, the rooms being of equal size, each having 2 windows and being located on either side of a centre corridor. There is a built-in ablution/toilet at the end of each of these buildings.

There is a 7th building on the site which measures approximately 15 x 20 m., at present being unoccupied but fitted with a heavy range, making it suitable for use as a small cook-house or as a canteen.

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Overlay 1 25,000 Sheet No 4634



APPENDIX B

